

With or Without

DISCLOSED

SECTION

N/N "VALVERDE" STEEL STEAMER.

WED. 19 JUL. 1916

10 OCT 1952

Received at London Office

Disconnected Erections.

No. 866A

Report is also sent on the Machinery of the Vessel

Yes

Date of completion of report 10 June 1916

Port of Kobe

No. 1817

Survey held at Osaka

Date, First Survey 19 Feb 1916

Last Survey 29 May 1916

1916

On the (State if Single, Twin, or Triple Screw)

Single Screw Steamer "Totai Maru"

Rig 2 masts

Schooner

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Navigation Spaces

Register Tonnage

as cut on Beam

CLASS + 100 A1

FEET.

Master S. Kurose

Year of appointment

(1) As Master in service of
owner of present vessel:—191—
(2) As Master of this
vessel:—191—

Built at Osaka

When built 1916-5 Launched 13 May 1916

By whom built The Osaka Iron Works, Ltd.

Owners Nippon Kisen Kaisha

Said to Kobe Towa S.S. Co. Ltd.

Managers of I. Kaizan do. Nichome, Kobe

(Where necessary to be entered in Reg. Book.)

Residence Hattodate

Port belonging to Amagasaki

Destined Voyage Dairen

If Surveyed while Building, Afloat, or in Dry Dock Building.

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
as per Rule	305	0	Moulded	43	9	Top of Floors to top of Upper Dk. Beams	24	11 3/4	Two
						Do. do. do. do. Second Dk. Beams	17	5 3/4	Two

Dimensions of Ship per Register, Length 305.0 breadth 43.75 depth 27.25	Moulded depth, ft. 34 ins. 0	To Bridge Dk. Round of Upper	10 3/4 ins.
	Moulded depth, ft. 27 ins. 3	To Upper Dk. Dk. Beam, Actual	

FRAMING.	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as	Inches per Rule Approved	PILLARS.	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as	Inches per Rule Approved
FRAME, Angles, or C or L Bars amidships						PILLARS, In 'tween Deck, size and spacing	8' 40	12 ft	8' 40	12 ft	
Do. in peaks	6 1/2	3 1/2	40	6 1/2	3 1/2	" " Hold	12' 50	12 ft	12' 50	12 ft	
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.,					
" " at intermdt. Bkts.						" " in Hold					
spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" " " " from 1/2						CENTRE LINE KEELSON, Vertical Plate above					
" " " " length to Collision bulkhead						floors, Through Plate, or Intercoastal Plate					
" " " " in peaks						" Rider Plate					
REVERSED FRAME, Angles						" Flat Plate Keel Angles					
Do. in way of Double Bottoms at Solid Floors						" Horizontal Plates on Floors					
" " at intermdt. Bkts.						" Angles or Bulb Angles					
FRAMING, depth of girder						SIDE KEELSONS, Number					
LOORS, depth and thickness of Floor Plate						" Angles or Bulb Angles					
" at mid-line for 1/2 length amidships						" Plate above floors, for length					
" in way of Engine and Boiler Spaces						" Intercoastal Plate, for length					
" thickness at the ends of vessel						" Attached to outside Plating with Angle					
" depth at 1/2 the half breadth, as per Rule						BILGE KEELSON, Angles					
" height extended at the Bilges						" Intercoastal Plate for length					
LOORS in Cell. Double Bottoms	34	34	34	34	34	" Attached to outside Plating with Angle					
" state if flanged (top & bottom)						SIDE STRINGERS, Number					
" Spacing of Solid floors	72	72	72	72	72	" Angle					
ENTRE GIRDER, in Dbl. bottom, dpth. & thickness	38	38	38	38	38	" Intercoastal Plate, for length					
" Angles, Top	3 1/2	3 1/2	44	3 1/2	3 1/2	" Attached to outside plating with Angle					
" Bottom	4	4	56	4	4	Upper Deck Stringer Plate, br'dth & thickness	49-30	52-40	49-30	52-40	
" to Floors	5	5	48	5	5	(clear of Bridge)	49	42	49	42	
Brackets at intermdt. frmng., wdth & thkns	0n	0n	34	0n	34	" (br'dth & thickness)	4 1/2	54	4 1/2	54	
SIDE GIRDERS, number on each side & thickness	No	No		No		" (in way of Bridge)	4 1/2	54	4 1/2	54	
" state if flanged (top and bottom)						" Angle (clear of Bridge)	3 1/2	38	3 1/2	38	
" Angles (top and bottom)	3 1/2	3 1/2	36	3 1/2	3 1/2	" Tie Plate at sides of Hatchways	3 1/2	38	3 1/2	38	
" to Floors	3	3	34	3	3	Deck * Steel, for whole lng.	34	30	34	30	
MARGIN PLATE, depth (exclusive of flange)	30	40	30	40	40	" Thickness (clear of Bridge)	34		34		
" and thickness						" (in way of Bridge)	34		34		
" Angle to Outside Plating	3 1/2	3 1/2	40	3 1/2	3 1/2	Wood Deck, Material & thickness	52	34	52	34	
" Floors	5	3 1/2	40	5	3 1/2	Second Deck Stringer Plate, br'dth & thickness	3 1/2	3 1/2	42	3 1/2	42
Brackets at intermdt. frmng., wdth & thkns	3 1/2	3 1/2	36	3 1/2	3 1/2	" Angles on ditto, No.					
Height of Outside Brackets above at bilge						" Tie Plates outside Hatchways					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	38	44	38	44	44	Deck * Steel, for whole lng.		34		34	
" in Engine and Boiler space	38	44	38	44	44	Wood Deck, Material & thickness					
" Remainder in Holds						Third Deck Stringer Plate, br'dth & thickness					
BEAMS, Upper Deck, Single Angle, Bulb						" Angles on ditto, No.					
" Angle, Plate, Tee Bulb, or Channel						" Tie Plates, outside Hatchways					
" In way of Long Bridge						" Deck * Material and thickness					
" Spacing						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
BEAMS, Second Deck, Single Angle, Bulb						" Angles on ditto, No.					
" Angle, Plate, Tee Bulb, or Channel						" Tie Plates outside Hatchways					
" Spacing						" Deck, Material & thickness					
BEAMS, Third and Fourth Deck, Single Angle						Poop Deck Stringer Plate, breadth & thickness	30	32	30	32	
" Bulb Angle, Plate, Tee Bulb, or Channel						" Angle on ditto	3 x 3	32	3 x 3	32	
" Angles on upper edge						" Tie Plates					
" Spacing						" Deck, Material and thickness	Steel	25		25	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate	5 1/2	3	34	5 1/2	3	Bridge Deck Stringer Plate, br'dth & thickness	45	48	45	48	
" Tee Bulb, or Channel						" Angle on ditto	4 1/2	54	4 1/2	54	
" Angles on upper edge						" Tie Plates					
" Spacing	24		24			" Deck, Material and thickness	Steel	30		30	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate						Forecastle Deck Stringer Plate, br'dth & th'kns	30	32	30	32	
" Tee Bulb, or Channel						" Angle on ditto	3 x 3	32	3 x 3	32	
" Angles on upper edge						" Tie Plates					
" Spacing						" Deck, Material and thickness	3" OP		3" OP		
BEAMS, Forecastle Deck, Angle, Bulb Angle											
" Plate, Tee Bulb, or Channel											
" Angles on upper edge											
" Spacing											

[illegible]

EQUIPMENT No. 22615				ANCHORS.				TONNAGE U.K. OR PLATING No. FOR TRAWLERS.										
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.						
		Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.	Tons.	Cwts. qrs. lbs.	Tons.									
74679	1st Bower	48	0	12	Stockless	41	4	0	7	42	-	-	Nall's c.s. head	N. Hingley & Son	Neth. 26.1.16	M. G.		
74678	2nd "	48	0	3	do	41	4	0	7	42	-	-	do	do	do	do		
74654	3rd "	40	3	0	do	36	6	1	0	35	3	-	do	do	do	22.1.16		
	4th "																	
	Collective weight	256	3	15						119	3	-						
74448	Stream	11	1	15	2	3	21	13	7	2	0	11	-	Rodgers brot Iron	do	do	21.12.15	
74444	Kedge	5	1	25	1	1	19	7	16	1	0	5	1	do	do	do	do	
Particulars of Drop Test of Cast Steel Anchors, viz. — Weight, Surveyor's Initials, Number of Certificate, Date of Test.																		
		1st Bower		wt. 24 cwt 2 qrs 7 lbs		N.C. 7467		20 Dec 1915.										
		2nd "		" 24 " 3 " 22		N.C. 7440		do										
		3rd "		" 22 " 2 " 24		N.C. 7480		2 Dec 1915										
		4th "																
CHAIN CABLES.																		
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE		Length and size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire Towing.	Length and size per Table 31.		
	Fathoms.	Inches.	Stations.	Break- ing.	Supplied.	Per Rule.	Fathoms.	Inches.					Fathoms.	Inches.		Fathoms.	Inches.	Fathoms.
62414	120	1 1/2	63 1/2	88 1/2	213-0-8	435-1-0	120	1 1/2	Steel	N. Hingley	Neth. 20.12.15	M.G.	TOWLINE	100	4	33	100	4
62429	120	1 1/2	63 1/2	"	213-1-0		120	1 1/2	Link	do	do	do	HAWERS & WARPS	2-90	7	manila	2-90	7
Stream	75	4 1/4	35				75	4 1/4	S.W.	do	do	do		100	2 1/2	9 1/2		
Boats 2 life 25 ft x 4 1/2 ft x 3 1/2 ft. Lemna 16' 0" x 4 1/2 ft x 1 1/2 ft. Steering Gear, Steam Made by Builders Steering Gear, Hand Made by Builders																		
Pumps, Number 4 Down to all compartments. H.P. 1/2 F.P. Diameter of Barrel 4" x 1 1/2" State whether they are in efficient working order Yes																		
Windlass is Made by Builders & Capstan Combined																		
Engine Room Skylights.—How constructed? Plating & angles What arrangements for deadlights in bad weather? Steel hinged frames & glass																		
Coal Bunker Openings.—How constructed? On Bridge, plating & angles How are lids secured? Under Bridge clamping Height above deck? 30 in Br. 4" B.A. & B.P.																		
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Scup. 4 on side fore & 4 on side aft. Fr. Ports. 4 on side fore & 4 on side aft 33" x 18"																		
Ceiling in Holds, thickness and material 3" pine under lumps & at bilges Cargo Battens, thickness and material Pine 6" x 2"																		
Cargo Hatchways.—How formed? Plating & angles to Rule Hatches, If strong and efficient? Yes.																		
State size No. 1 Hatch (Forward) 24 ft x 16 ft No. 2 Hatch 24 ft x 16 ft No. 3 Hatch 24 ft x 16 ft No. 4 Hatch 24 ft x 16 ft																		
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 Webs only, each hatch 23" x 18" x 3/4 Hang 3.3.40																		
No. of Breasthooks 5 with dks. No. of Crutches 2 deep floors																		
Bulwarks, height above deck and description 3' 6" x 4' 3" x 40 B Main Rail, material and size 6 x 3 x 35 B.A.																		
The foregoing is a correct description. Surveyor's Signature Arthur L. Jones																		
Builder's Signature (here only) B. Sakai JUN 6 1916 Surveyor to Lloyd's Register of Shipping.																		
Correspondence.—State dates and initials of letters respecting this case (reference should be made in any correspondence connected with the case)																		
M 11/2/15 M 15/3/15 M 16/4/15 M 29/4/15 M 9/6/15																		
Workmanship. Are the butts of plating planed or otherwise fitted? Planed																		
Is the riveted work properly closed? Yes																		
Are the liners between the frames and plates solid single pieces? Yes in After Peak Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes																		
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes Do any rivets break into or through the seams or butts of the plating? No																		
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes																		
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory																		
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory																		
General Remarks (State quality of workmanship, &c.) The vessel has been built under Special Survey in accordance with the approved plans & the Rules & the workmanship is good.																		
Sister vessels are the "Pekin Maru", "Nan Kyo Maru", "Jensho Maru", "Guki Maru", "Kosaku Maru", "Kotoku Maru", & "Gusaku Maru". Robt Report Nos. 1498: 1520: 1737: 1758: 1759: 1779 & 1798.																		
The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.																		
The amount of Entry Fee 4/6 : 50 Fees applied for, 30 May 1916																		
Special Survey Fee..... 4/6 : 1570 Received by me, 4 June 1916																		
Travelling Expenses, if any £ : 50																		
State whether the Vessel has been built under Special Survey Yes																		
I am of opinion this Vessel should be Classed + 100 A7. longitudinal framing.																		
With, or without Freeboard, as condition of Class Without																		
Committee's Minute FRI. 21 JUL. 1916																		
Character assigned Local																		
+ L.R. 6.5.16 F.D.																		
Lloyd's a & b																		

Tatai Memo
Note Report
No. 1817

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.											
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.							
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spacing.	Inches.	Number.	Diameter.						
Framing of L, L & M																									
Frames in Bridge 'tween Decks		6	3 1/2	40	6	3 1/2	36	6	3 1/2	40	6	3 1/2	36	7/8	5 1/4		5 1/4	5	7/8						
Frames from Uppermost Continuous Deck		6	3 1/2	40	6	3 1/2	36	"	"	"	"	"	"	"	"	"	"	"	"						
Framing from Awning, Shelter or Upper Deck to Margin Plate.		" 2	6	3 1/2	40	6	3 1/2	36	"	"	"	"	"	"	"	"	"	"	"						
		" 3	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	"	"	"	6	"						
		" 4	7 1/2	3 1/2	44	7 1/2	3 1/2	40	7 1/2	3 1/2	44	7 1/2	3 1/2	40	"	4 3/8		4 3/8	"						
		" 5	8 1/2	3 1/2	44	8 1/2	3 1/2	40	8 1/2	3 1/2	44	8 1/2	3 1/2	40	"	"		7	"						
		" 6	9	3 1/2	44	8 1/2	3 1/2	44	9	3 1/2	44	8 1/2	3 1/2	44	"	3 1/2		3 1/2	"						
		" 7	9	3 1/2	50	9	3 1/2	46	9	3 1/2	50	9	3 1/2	46	"	"		"	"						
		" 8	9 1/2	3 1/2	56	9 1/2	3 1/2	52	9	3 1/2	56	9 1/2	3 1/2	52	"	"		"	"						
		" 9	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	"	"		"	"						
		" 10	7	3 1/2	40	7	3 1/2	36	"	"	"	"	"	"	"	"		"	"						
		" 11														"		"	"						
		" 12																							
		" 13																							
		" 14																							
		" 15																							
		" 16																							
		Spacing of Longitudinal Frames.		Amidships			At Ends			Amidships			At Ends												
		30			30			30			30														
Double Bottoms		Tank Top Longitudinals			Bottom			Amidships			At Ends														
L, L or C		7 3 40			7 3 36			7 3 40			7 3 36														
		7 1/2 3 40			7 3 40			7 1/2 3 40			7 3 40														
Spacing of Longitudinals		30			30			30			30														
Transverses.		In Bridge			Face Angles			Lugs to Shell			In Awning, Shelter or Upper 'tween Decks.			Depth and Thickness			Face Angles			Lugs to Shell					
		14 38			14 38			14 38			14 38			16 38			16 38			16 38					
		7 3 1/2 48			7 3 1/2 48			7 3 1/2 48			7 3 1/2 48			8 3 1/2 64			8 3 1/2 64			8 3 1/2 64					
		3 1/2 3 1/2 38			3 1/2 3 1/2 38			3 1/2 3 1/2 38			3 1/2 3 1/2 38			3 1/2 3 1/2 40			3 1/2 3 1/2 40			3 1/2 3 1/2 40					
		23 29 48			23 29 48			23 29 48			23 29 48			23 29 48			23 29 48			23 29 48					
		9 3 1/2 58			9 3 1/2 58			9 3 1/2 58			9 3 1/2 58			9 3 1/2 58			9 3 1/2 58			9 3 1/2 58					
		6 6 46			6 6 46			6 6 46			6 6 46			6 6 46			6 6 46			6 6 46					
		34 flanged			3 @ up. edge			34 flanged			3 @ up. edge			34 flanged			3 @ up. edge			34 flanged					
Spacing of Transverse Frames		12 ft 4 as			per profile			12 ft 4 as			per profile			12 ft 4 as			per profile			12 ft 4 as					
		State if jogged or liners.																							
Longitudinal Beams of L, L or C		Bridge Deck			Awg. or Shltr. Dk.			Upper			Second			Third			Transverse Beams.			In Ships.			As approved.		
		6 3 36			5 1/2 3 36			6 3 36			5 1/2 3 36			36"			11 x 36 7 3 1/2 48			11 x 36 7 3 1/2 48					
		6 1/2 x 6 3 40			6 1/2 3 36			6 1/2 x 6 3 40			6 1/2 3 36			39 x 36			12 x 38 8 3 1/2 64			12 x 38 8 3 1/2 64					
		7 1/2 x 7 3 40			7 3 36			7 1/2 x 7 3 40			7 3 36			48 x 42			12 x 38 9 3 1/2 58			12 x 38 9 3 1/2 58					

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 19 ft., R.Q.D. ✓ ft., Bridge 82 ft., Forecastle 32.2 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 Dks (Stl)

Official No. 19205 ; Signal Letters NBSY

State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Cement + paint

Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	84.5	134	Fore peak tank,		
Double bottom, under Engines and Boilers,	32.5	91	After peak tank,		76.0
Double bottom, if under Engines only,			Deep tank, aft,		20.0
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	138	293.5	Other tanks, if fitted, 3 W tanks above thrust recess		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No.

Date 29 April 1915

No. 872 in builder's yard.

DATES of Surveys held while building

Feb 19 (Keel laid) 24 27 March 5 8 16 23 28 31 April 3 10 11 14 26 May 6 10 19 25 29 1916

Surveyor's Signature

Arthur L Jones

Total No. of Visits 19

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